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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Radar and Radio Installations at
Gross Doelln Airfield

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

report on radio and radar installations
observed at Gross Doelln airfield up to 23 August 1956. Transmitted with
the report are a location sketch of the installations.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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(Note: Washington distribution indicated by "X"; field distribution by "#".)

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Appendix B



SECRET

unknown aerial refueling
at 04 00 00

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SECRETEAST GERMANYAIR/MILITARYGROSS DOELLN Airfield - Radio Installations in
Eastern Runway Approach Funnel as at 23 Aug 56APPENDICES

Attached at Appendix "B" is an overlay taken from 1:25000 map showing the relative positions of all known radio and radar installations on the EASTERN side of GROSS DOELLN airfield.

1. VHF/ DF AND RADIO BEACON SITE IN JAGEN 114

a) This previously reported DF site remains in situ but has been slightly developed since early August 1956.

b) On the day of observation the SMALLCROSS vehicle was in its usual position, approx. 200 metres WEST of the barbed wire surrounded brick building contained between the 2 permanent masts comprising the HF/MF beacon (see sketch at Appendix "B"). The 2 x 3-axled radio vans which normally adjoin a disk cone surmounted mast, previously located one on each side of the SMALLCROSS vehicle, were drawn up in the vicinity of the latter equipment, but their telescopic masts remain retracted

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c) A second SMALLCROSS equipment has now been set up approx. 450 metres WEST of the existing SMALLCROSS vehicle. In addition, 2 further tubular masts each approx. 25 metres in height have been erected on the NORTHERN side of this site, adjoining the previously mentioned brick building contained between the 2 permanent masts (see sketch at Appendix "B"). These masts are spaced approx. 50 metres apart and lie in an EAST/WEST direction. At the top of the masts there is a spreader bar between which at least one wire aerial can be observed. Owing to the distance, it cannot be ascertained just how this aerial was fed into the nearby buildings or vehicles.

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d) This site is manned and patrolled by SAF personnel, supplemented by guard-dogs.

e) It was impossible to ascertain whether there is a bunker on this site, but from a distance it could well be adjoining a small square permanent-looking building located approx. 400 metres WEST of the HF/MF site

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2. NEW RADAR SITE UNDER CONSTRUCTION AT MR 061 771

a) An extensive artificial mound is being constructed on an open and slightly raised site approx. 350 metres WEST of route 109, just slightly to the SOUTH of the direct line of approach to the main EAST/WEST runway (see sketch at Appendix "B"). This mound measures approx. 25 metres x 25 metres at its base, and had a height of approx. 15 metres. It has been levelled off to give a flat platform approx. 15 to 20 metres square.

The mound appears in every way to be identical with that adjoining the NORTHERN side of FINOW airfield, and on which a TOKEN radar has been mounted for several years.

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No vehicles or equipment have as yet been observed in the vicinity.

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b) Approx. 250 metres NORTH of the above mentioned mound, 3 newly erected masts were observed. Each mast was approx. 8 to 10 metres in height, and was spaced approx. 50 metres apart. Owing to the distance back from the road, and the fact that a small party of SAF personnel were working in the immediate vicinity, it was impossible to obtain accurate details. Each mast was surmounted by a distinct meshed shaped array, rough sketches of which are attached at Appendix "B". The arrays each appeared to have a base (side) length approx. 2 metres (estimated by comparison with a nearby airman), but no idea of depth or type of construction could be obtained.

No inter-connecting cables nor associated equipments or vehicles were visible.

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